



DALLAS HIGHWAY LCI

STEERING COMMITTEE #3

May 3, 2019

Agenda

1. Progress Update
2. Community Open House
3. Transportation Concepts
4. Land Use Concepts
5. Next Steps

Progress Update

- ~~1. Kickoff~~
- ~~2. Walking Audit~~
- ~~3. Existing Conditions~~
4. Community Open House
5. Stakeholder Meeting
6. Transportation Concepts
7. Land Use Concepts



COMMUNITY OPEN HOUSE

Open House Attendance

1

+/-

Most/Least

2



Vision

3



Land Use

4



Streets

5



Investment
Priorities

In total, there were
**22 community
members** in
attendance



Most / Least

| What you like LEAST | What you like MOST |
|-----------------------------------|----------------------------------------|
| Traffic (2) | Sidewalks + Lighting |
| Pot Holes | Wheelchair + scooter access |
| Wrecks near Watkins funeral homes | School |
| Drainage issues | Established community |
| No visual progress | Red light at Dallas Highway and Malone |
| Trash | Proximity to Downtown |
| Poor curb appeal | |
| No ADA sidewalks | |
| Road Speed | |

Safety Concerns

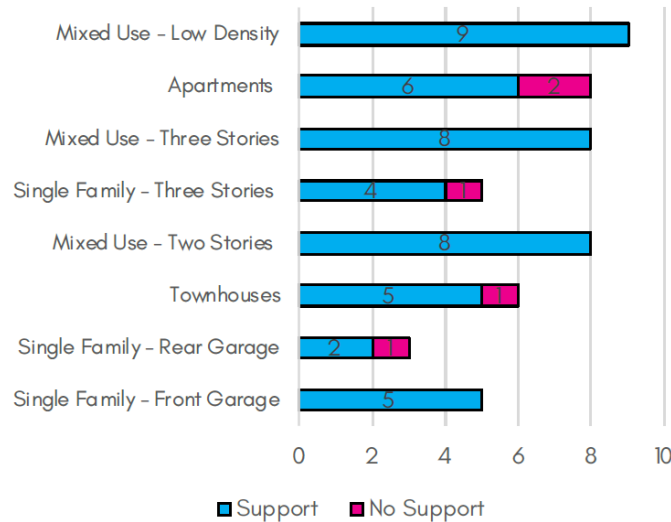
1. Dallas Highway + Malone Intersection
 1. Blindspot (3)
 2. Dangerous Pedestrian Crossing (1)
2. Section between Upshaw Mill and Clark
 1. Drive Speeding (4)
3. Dallas Highway + Upshaw Mill
 1. Intersection Dangerous Pedestrian Crossing (2)
 2. Dangerous Intersection (3)
4. Dallas Highway and Ridge Avenue
 1. Intersection Blindspot (2)
5. Dallas Highway and Parker Street
 1. Intersection Blindspot (2)
 2. Dangerous Intersection (2)
 3. Dangerous Pedestrian Crossing (2)



Open House Stations

Dallas Highway | ¹¹will be | a | ⁷safe, | ³pleasant,
³pedestrian, | ⁷and bike-friendly | ¹corridor | that |
²seamlessly | ³connects | the | ²North Side's | ³parks,
²schools, | ⁶churches, | ⁴businesses, | ³and residents
| to | ²Downtown Douglasville, | serving as a | ⁴gateway
| that | ³establishes | ⁴the community | ⁴as a unified
| ⁶²'downtown neighborhood'.

Open House Stations

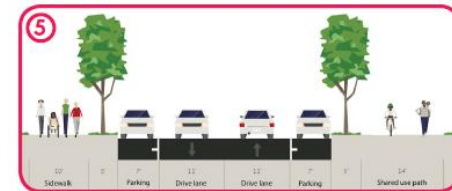
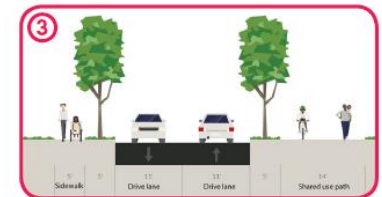
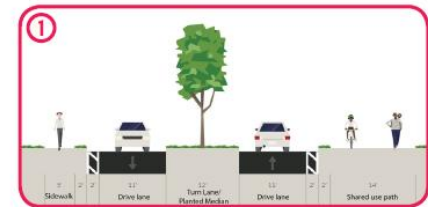


- Overall agreement with the majority of the land uses within the corridor
- Most of the negative input on apartment and townhouses was based on a preference for homeowners vs rental



Open House Stations

1. Planted median and shared use path south of Highway 92
Relocation project
2. Sidewalk and shared use path with two driving lanes north of Upshaw Mill Road
3. Sidewalk and shared use path with two on street parking lanes should of Upshaw Mill Road
4. Protected Median and shared use path north and south of James D. Simpson Avenue
5. Sidewalk and bike lane near Strickland Street



Open House Stations



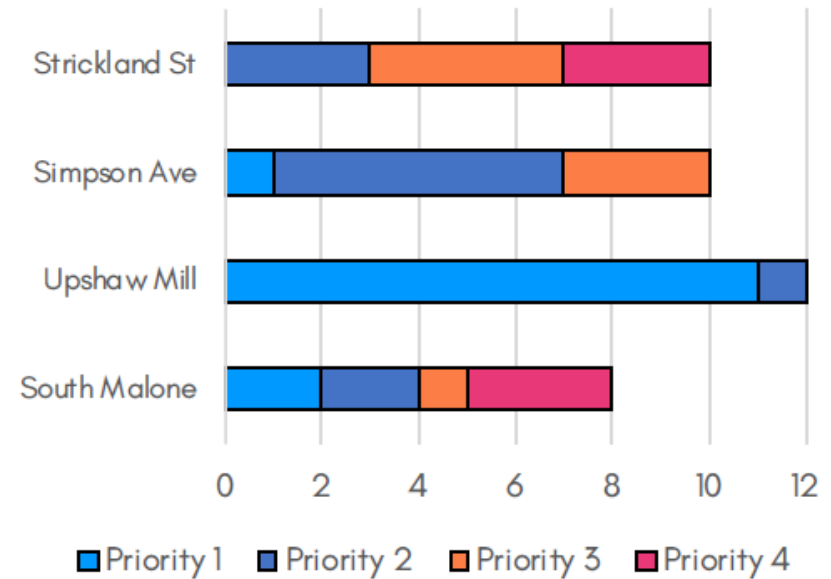
1. Pedestrian refuge at intersection south of Highway 92 relocation project
2. Roundabout at Upshaw Mill Road
3. Three way stop with median at James D. Simpson Avenue
4. Raised intersection and parklet were tied at Street

Key Takeaways

- Participants preferred options where pedestrians had a protected area for walking
- Intersections were primarily preferred that accommodated traffic but also kept the pedestrians protected.
- Multi-modal options were selected where available.

Open House Stations

1. Upshaw Mill Road intersection
 1. Traffic Circle
 2. Crosswalk Island
2. James D. Simpson Avenue intersection
 1. Crosswalk Island
 2. Three way Stop
3. Strickland Street intersection
 1. Three way stop
 2. Road Art
 3. Mobility Hub
 4. Railroad Pedestrian Crossing
4. Intersection south of Highway 92
 1. Relocation Project Gateway
 2. Median



Key Takeaways

- Upshaw Mill Road had the highest number of votes for first priority, and the traffic circle was a preferred option.
- James D. Simpson was the second priority intersection, with preferred improvements focusing on pedestrian safety.

An aerial photograph of a suburban neighborhood with green trees, residential houses, and a baseball field. A large white circle graphic with a blue outline is positioned on the left side of the image. The text "TRANSPORTATION CONCEPTS" is overlaid in the center in a bold, white, sans-serif font.

TRANSPORTATION CONCEPTS

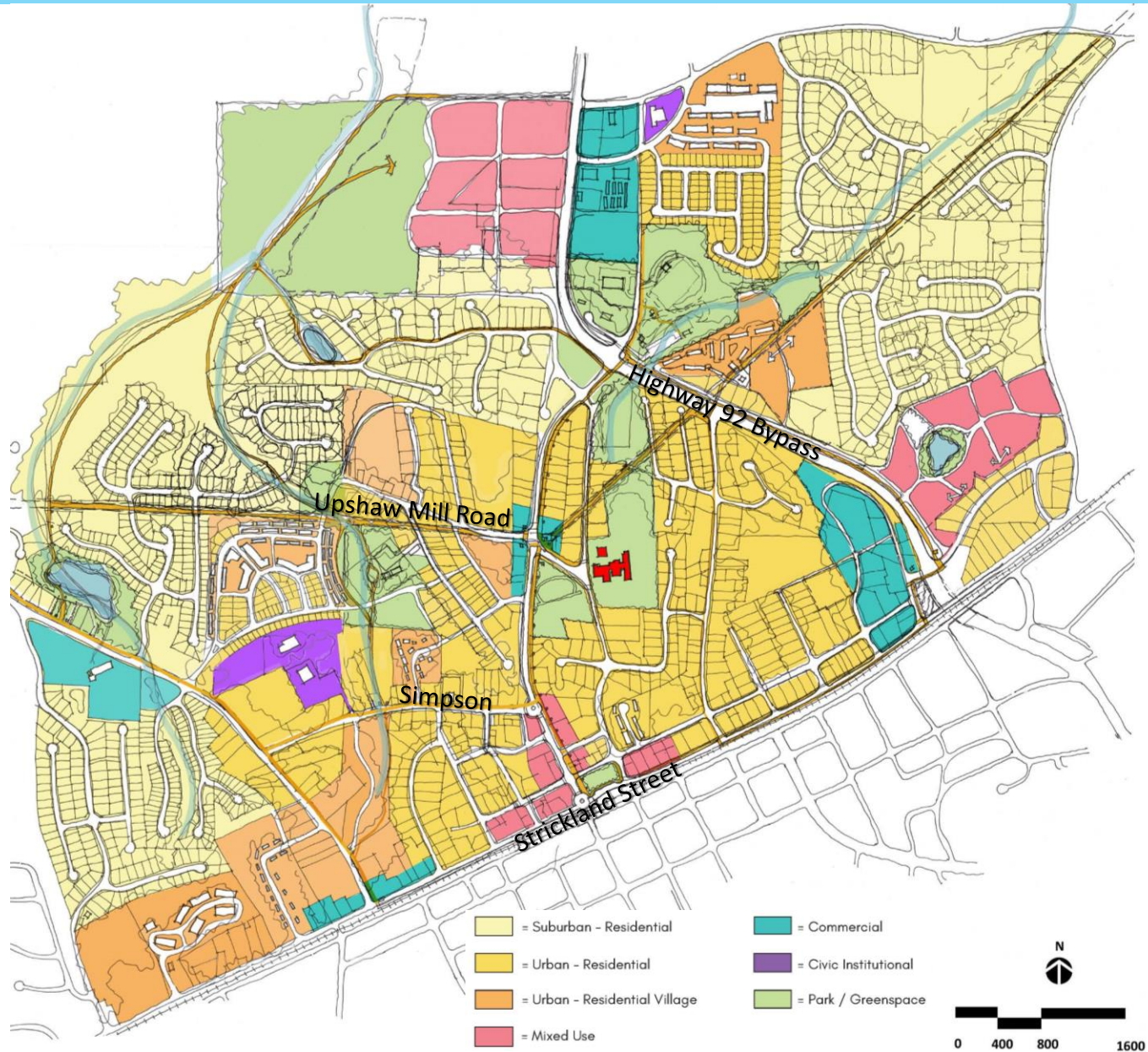
Overall Concept



1. Shared use path along the east side of Dallas Highway from Strickland to Highway 92 Bypass.
2. One vehicle travel lane in each direction.
3. On-street parking at redevelopment nodes identified in North Side Redevelopment Plan.



North Side Redevelopment Plan

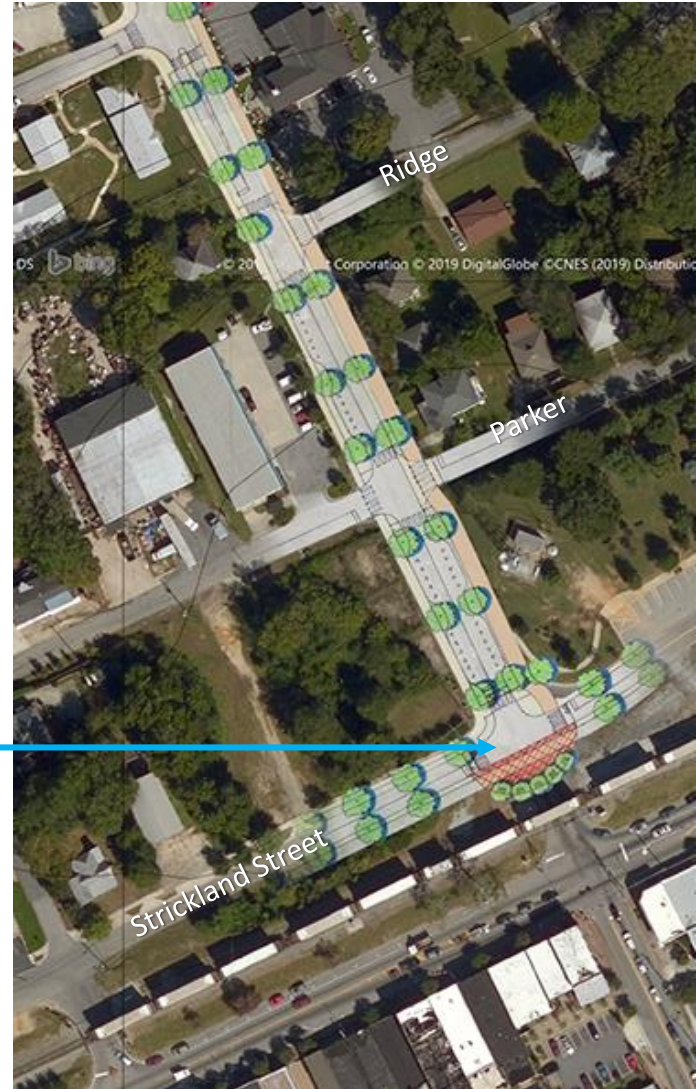
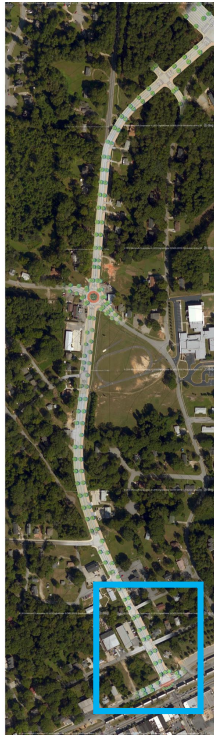


Shared Use Path

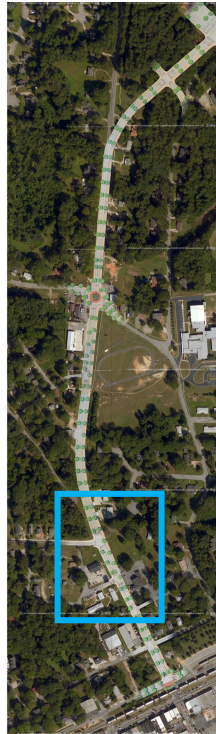
- Commonly referred to as a trail, path, greenway
- Designed for bicyclists, pedestrians, and other non-motorized users
- Two-directional
- Width ranges from 10'-14'



Strickland to Ridge



Ridge to Simpson



Simpson to Upshaw Mill



Typical North of Upshaw Mill



Highway 92 Bypass

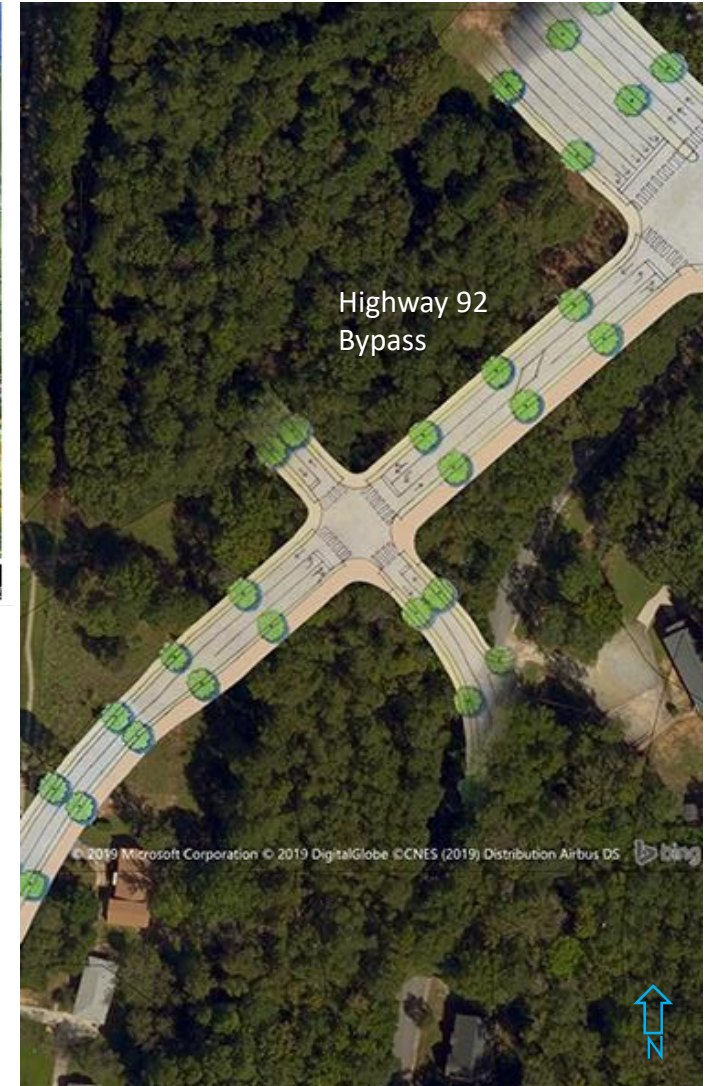


SR92 WIDENING AND REALIGNMENT

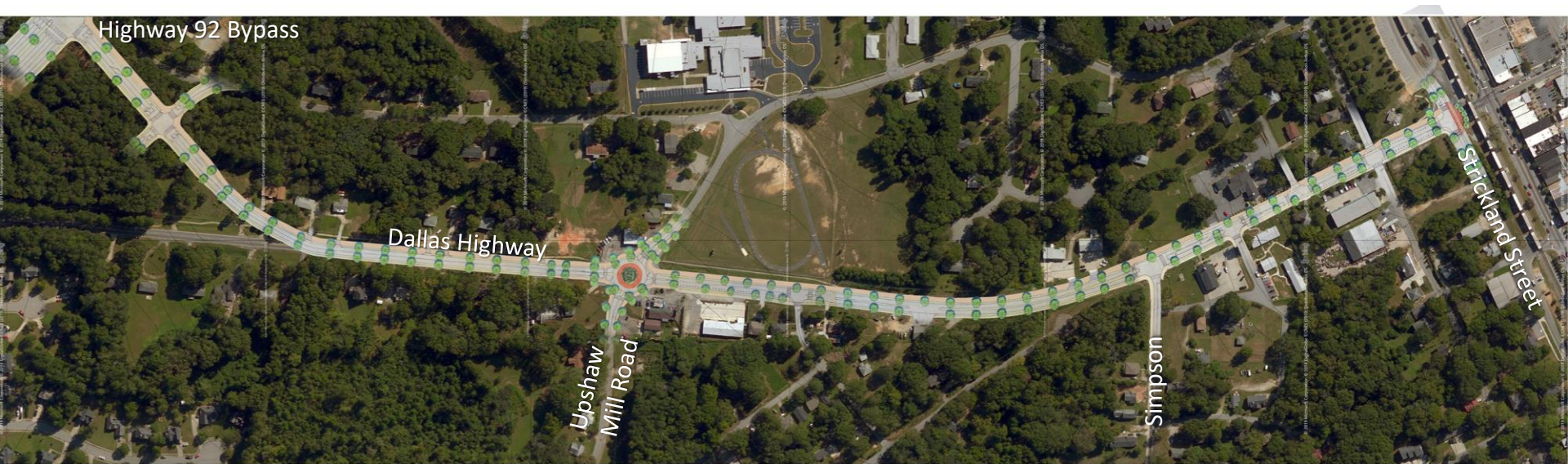
FOR: CDOT # 41 200710 JOURNAL ROADWAY AND 0007591
DOUGLAS AND PAULDING COUNTIES

CROY
ENGINEERING

T.S.W.



Overall Concept



Updated Steering Meetings

1. Friday, 6/7/19
2. Friday, 6/21/19

Next Steps

1. Final Concepts and Recommendations
2. Land Use Concepts
3. Implementation Matrix
4. Final Report